



New Cumnock Filling Station
Former Tam o Shanter Transport Café
A76, New Cumnock

LOW CARBON STATEMENT

Erection of Petrol Filling Station with Associated Kiosk

On behalf of the applicants
Grove Garages Investment Ltd

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LOW CARBON SUSTAINABILITY CHECKLIST

Issue Overview and Aim	Validation Requirement	Information Submitted with Application
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ENERGY AND CLIMATE CHANGE

<p>Demonstrate that the application meets the CO² emissions reduction targets currently in place and that the required proportion of that reduction is met by low and zero carbon generation technologies.</p> <p>Improve the energy efficiency of both domestic and non-domestic buildings to minimise total whole-life energy consumption.</p> <p>Support the use of renewable energy rather than fossil fuel sources during concept/design as well as in-service phases with the ultimate aim of decarbonising the energy and heat supply.</p> <p>Improve resilience to climate change, including higher temperatures; changing patterns of precipitation; more frequent extreme weather events; rising sea levels. Impacts on flooding and water supply are addressed.</p>	<p>Information of the energy efficiency measures taken and energy generating technologies associated with this application.</p>	<p>The application is for the erection of a petrol filling station with associated forecourt, canopy and kiosk. The forecourt is comprising the formation of 3 new islands with 6 pumps and offset fills, all to current energy efficiency standards.</p> <p>Likewise, as per Low Carbon guidance, the new building will comply to current energy efficiency standards.</p> <p>Solar panels will be installed on the roof of the proposed shop building.</p> <p>Although the current proposal doesn't have a requirement for EV charging posts, the client is considering providing those in the near future, as part of a separate application, which would encourage the adoption of low carbon vehicles.</p> <p>The proposed development has been designed to respect the landscape character and it specifies new landscaping to the northern and eastern sides, in a combination of trees, native hedgerows, native & nectar rich ornamental shrubs and grasses, as specified in the Landscape Report (previously submitted).</p>
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MATERIALS

<p>Materials sourced from local or sustainable sources.</p>	<p>Statement setting out that the development will endeavour to provide the materials from local or sustainable sources.</p>	<p>All materials will be sourced locally as much as possible.</p> <p>All new timber required will be of sustainable resources.</p>
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SUSTAINABLE URBAN DRAINAGE SYSTEMS (SUDS)

<p>As our climate changes and more rainfall is predicted in many parts of the world, it is important that we control the impact of rainwater to prevent flooding or pollution of watercourses.</p> <p>Sustainable Urban Drainage measures need to be put in place to ensure that there will be no increase in the rate of surface water run-off in peak conditions or detrimental impact on the ecological quality of the water environment.</p>	<p>Drainage Strategy report submitted.</p>	<p>It is proposed that impermeable areas, including access roads and paving will be drained via a filter trench before draining to a detention basin.</p> <p>Areas with a high risk of contamination from fuel spillages will drain to a Class 1 oil interceptor before discharge to onsite SuDS.</p> <p>The oil interceptor has an automatic shut-off valve, activated when fuel is detected in the drainage system.</p> <p>Outfall from the basin will to the adjacent watercourse with a controlled maximum flow rate of 5/s for events up to and including a 1 in 200-year rainfall event (+41%CC).</p> <p>It is proposed that foul water will be treated on site using a small package treatment works. This will outfall to the watercourse via connection to the surface water outfall.</p>
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WASTE

<p>Support applications that reduce the creation of waste.</p> <p>Facilities are provided for the separate collection of dry and recyclable waste and food waste.</p>	<p>Details on how dry and recyclable waste and food waste will be stored.</p>	<p>During construction phase all waste will be responsibly dealt with, as per current legislation.</p> <p>Large storage bins for will be stored away in a new yard area located behind the shop, adjacent to the customers parking, for easy access and collection.</p>
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TRAVEL AND TRANSPORT

<p>Developments make a positive contribution towards the improvement of sustainable transport network.</p> <p>Promoting sustainable transport modes in the following order of priority:</p>	<p>Details on how the development encourages and facilitates the use of sustainable transport focusing on the order of priority.</p> <p>Transport Assessment report submitted.</p>	<p>As per the Transport Assessment report, the proposed development would be accessible by various modes of travel, would integrate with the existing transport network and would be in accordance with local and national transport planning policy requirements.</p> <p>There would be no adverse traffic impact on the surrounding road network.</p>
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<p>walking, cycling, public transport, cars. Reducing car dependency. Minimising the amount of travelling required, thus reducing greenhouse gas emissions, especially for air and road travel.</p>		<p>The proposed development is not expected to generate additional traffic, as the development is intended to service existing passing traffic on the A76.</p>
<p>AIR QUALITY</p>		
<p>Address impacts on air quality by reducing congestion and address the poor air quality that already exists.</p>	<p>Air Quality Impact Assessment is NOT required.</p>	
<p>DISTRICT HEATING</p>		
<p>All applications which create a heat demand or waste heat will be assessed to establish if district heating is likely to be a viable option.</p> <p>To reduce the cost of heat supply and the carbon intensity of heat generation.</p>	<p>Further investigations NOT required.</p>	